



## Community Coordination Committee Meeting Summary State Street, 9000 South to 10600 South

To: Attendees  
CCC Members

Date: February 13, 2007

From: State Street Project Team

CC: File

Project: State Street, 9000 South to 10600 South

Meeting Location: Sandy City Hall  
Sandy, UT

Subject: CCC Meeting #8 Meeting Summary

The following summary is the writer's interpretation of the meeting discussion. If there are any discrepancies or items that need clarification or correction, please notify Crystal Garstang.

CCC Meeting #8 was held at Sandy City Hall on Tuesday, February 13, 2007 from 8:00 am to 9:00 am. The following individuals were in attendance:\*

### Attendees:

- Troy Alpolonio, Chick-fil-a
- Peggy Bird, Community Coordinator
- Wally Bowler, Alta View Estates
- Kim Choate, America First Credit Union
- Scott Christensen, Costco
- Steve Christensen, Sandy Police Department
- Jon Daich, South Towne Expo Center
- Jim Derrick, Larry H. Miller
- Nick Duerksen, Sandy City
- John Haigwood, TransCore
- Janny Herron, America First Credit Union
- Trina Klingler, Sandy City
- Ryan Kump, Sandy City
- Jason Lund, FedEx Kinko's
- Brien Maxfield, Draper City
- Celetse Neil, South Towne Center
- Shelly Robertson, South Jordan City
- Pat Spackman, Jim's Diner
- Natalie Watson, South Towne Center
- Eric Wells, BD Medical
- Kevin Wilde, South Towne Auto Mall (Riverton Chevrolet)
- Joe Woolley, Western Quality Concrete
- Alan Preston, Western Quality Concrete
- Oanh Le, UDOT Traffic Operations Center
- Steve Nielson, UDOT Region 2
- Steve Poulsen, UDOT Region 2 Resident Engineer
- Evelyn Tuddenham, UDOT Region 2 Public Involvement Coordinator
- Kim Clark, Public Involvement Manager (Lochner)
- Crystal Garstang, Public Involvement Assistant (Lochner)

\*All attendees may not be accounted for. If you were at the meeting, but your name is not on the list, please contact Crystal Garstang.

### I. Welcome/Introductions

- The meeting attendees were welcomed and introduced themselves and the business/organization they represent.

## II. Update on Other Projects in the Area

- Updates on other projects in the area as follows:
  - **State Street TRAX Bridge:** The TRAX bridge project was awarded to Ralph L. Wadsworth Construction. Construction will begin in March and the project will last approximately two years. The project will construct a second TRAX line, replace the existing bridge, improve the drainage and grade of State Street, and widen State Street. For more information regarding this project, call (801) 673-0774 or email [traxbridge@comcast.net](mailto:traxbridge@comcast.net).
  - **700 East, 9400 South to Carnation:** Major road construction has been finished. A pavement overlay and seal coat will be placed this spring. For more information on this project, please call (801) 904-4022 or email [700eastproject@urscorp.com](mailto:700eastproject@urscorp.com). You can also visit the project website at: <http://www.udot.utah.gov/700east.com>.
  - **11400 South and I-15 Interchange:** No update.
  - **I-15 Lane Addition under 10600 South:** Geneva Rock has been selected to add a northbound lane on I-15 under the 10600 South Bridge. Work will begin in March and completed in June and take place mostly at night. Traffic impacts are expected.
  - **Sandy City Projects:** Many hotel and office building projects are underway in Sandy City.
  - **REAL Stadium:** The State Street project team would like to form a sub-committee for the REAL Stadium project and meet with the contractor. This meeting will allow a more focused discussion of the planned construction for the stadium and how it will affect the State Street project. If you are interested in joining this sub-committee, please contact Crystal Garstang at [state90-106@hwlochner.com](mailto:state90-106@hwlochner.com) or by phone at (801) 262-8700.

## III. Public Involvement Activities

- The project team has been conducting project stakeholder meetings, sending emails and answering questions by phone. If you have a suggestion on improving these outreach methods, please let us know.

## IV. Construction Activities

- Current construction activities include:
  - Concrete has been placed at the box culvert on 9000 South near State Street. The right turn lane from eastbound 9000 South to southbound State Street has been shortened to allow for this construction. Once cure time has been allowed, the turn lane will be returned to its original length.
  - Box canal work is underway at six locations on the corridor. Traffic will be switched this week at two of the box culvert locations to begin work on the second half of the boxes.
  - Construction at the 10600 South intersection has been postponed one week due to traffic control issues discussed in detail at this meeting. See below for a summary of the traffic control discussion.
  - Installation of the high pressure gas line through the project has begun.

## V. Traffic Control

- **10600 South**
  - Construction at the 10600 South and State Street intersection has been postponed one week in order for a discussion with the CCC to take place about the traffic control in the area. The project team wanted to discuss this issue with the CCC to brainstorm ideas for the traffic control for this portion of the project.
  - Construction at this intersection will last approximately four months. The intersection must be constructed in quarter sections to allow traffic to travel through the intersection. Crews will work six days per week and some of the construction will take place at night.
  - The original traffic control plan for the 10600 South intersection of State Street would involve single phasing of the traffic signals. Due to the high traffic volumes, traffic would be backed up onto I-15 during peak hours. Because this is a safety issue, a new traffic control plan must be developed.
  - Alternatives presented to the group include:
    - Closing eastbound traffic on 10600 South off of I-15 and detour them west to the South Jordan Parkway.
    - Close westbound traffic before the intersection of State Street and 10600 South to allow for an extra through lane going eastbound.

- Through the Auto Mall Drive intersection of 10600 South, carry one through lane, one right-through lane and one dedicated left turn lane. A lane would be dropped at Auto Mall drive, and a through lane and a left turn lane would be carried through the State Street intersection. Once through the intersection, a lane would be dropped until just past the canal.
  - Eliminate the work on the east leg of the intersection to allow two eastbound through lanes.
  - Allow eastbound travel off of I-15, however close 10600 South after Auto Mall drive and force traffic to use Auto Mall drive to go southbound and northbound traffic around the mall. This would close traffic at the intersection and allow for construction.
  - The alternative developed for the traffic control is described below:
    - Dedicated left turn lanes at State Street.
    - One westbound lane between the State Street and Auto Mall Drive intersections.
    - No left turns at Auto Mall Drive and 10600 South.
    - Two eastbound lanes between Auto Mall Drive and State Street on 10600 South.
  - Each alternative will have a traffic impact on the area. Education is important and the project team asks the business owners to help educate motorists by passing the detour information to their employees and their customers.
    - The project team will create an information sheet that the businesses can use for educating the motorists in the area.
    - A press release will be issued regarding detour routes in the area.
    - Variable message boards on I-15 will be used to alert motorists of lane restrictions on 10600 South.
  - If the traffic control plan developed today creates a safety issue and the education outreach doesn't help the traveling public, there is an option to try another traffic control configuration.
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- **10200 South**
    - Barrels have been placed at the 10200 South and State Street intersection to restrict all left turns. This is an attempt to reduce the number of left turns and accidents at the intersection.
  - **State Street**
    - The project team discussed lowering the posted speed limit from 40 mph to 35 mph or 30 mph. The CCC group did not have any objections. UDOT will run traffic models with the new speed limit to see which speed will work for the corridor.

## VI. Next Meeting

- The next meeting will be held on March 13 at 8:00 am in the Sandy City Office in room 341.